504 Kryvyj Rih and Nikopil are the chief exports, imports being much less significant.

[503] Since the harnessing of the rapids of the Dnipro, Kherson has developed quickly. The harbor lies on the Dnipro liman which is 60 km long, 5.20 km wide and 5—9 m. deep. Grain and wood are the most important freights handled.

Novorossiiske, the largest harbor in Northern Caucasia is the port for the grain from the Kuban and the Volga areas, and the wood that is transported by rail and on the Volga from Stalingrad, cement from the local factories etc.

Tuapse, in the most easterly area of Ukraine exports grain and, above all, petroleum from Maikop and valuable Caucasian wood. In Theodosia grain and fruit make up the freight while Sevastopil is exclusively a harbor for warships.

Mariupil, an artificial harbor, is the busiest port on the Sea of Oziv. Donets coal is transported for the Kerch furnaces and to countries abroad, also rocksalt from Artemivske and grain. The return freight consists partly of Kerch iron ore for the Donets Basin.

Rostov on the Don exports grain. It had grown at the expense of Taganrih even before the first World War.

Berdianske — not nearly so important as Rostov — owes its trade to the excellent wheat grown in the neighborhood. Henycheske and 10 other small ports play no great part in sea trade.

• 501 The Black Sea mercantile fleet was never very big: in 1913 it had only 416 steamers, 22 motor boats and 887 sailing ships with a total tonnage of 473 000 brt-. It only reached pre-war level under the second Five Year Plan. A large proportion of the trade with foreign countries was always carried on foreign ships. In 1934, for instance, there were far more Greek than native ships in the Russian ports on the Black Sea (with the exception of Odessa) — 1 350 000 net registered tons, 37 % of all shipping, compared with 760 000 net registered tons and 21 % native tonnage.

9: Protnero G-4 (no date) 1920 RD: Ukraine RD1

the channel was made early in the nineteenth century, but proved abortive. Proposals to canalize this section have so far had no result. From Loev to Yekaterinoslav, above the rapids, there is passenger traffic, some goods traffic, and a vast traffic in rafted timber. Though some of the timber is floated down the rapids to Kherson, most is brought ashore at Yekaterinoslav, which receives annually some 160,000 tons of building timber, besides other classes of wood. Below the rapids the river is navigable from Alexandrovsk to the mouth.

Some of the tributaries of the Dnieper are navigable for some distance from their junction with the main stream—the Pripet (Pripyat) for a short stretch; the Desna, which joins the Dnieper at Kiev, as far as the boundary of the Ukraine near Novgorod Sjeversk; the Psiol to a point west of Poltava; the Ingulets for about 25 miles.

The vessels employed in the Dnieper basin are of small tonnage (maximum about 300 tons), and the steamers are almost all either for passenger traffic or for towing the barges in which goods traffic is mainly carried. The maximum loaded depth below the rapids is 12 ft. 10 in.; above the rapids it is considerably less.

The *Dniester* is navigable for the whole of its length in the Ukraine from the Galician frontier to the mouth at Akkerman. There are many dangerous rapids, and the vessels used on the river are small, with a maximum draught of 3 ft. 9 in. The lagoon at the river mouth is so shallow that most vessels discharge at Varnitsa near Bender for carriage by rail to Odessa.

The *Southern Bug* is navigable from Vosnesensk to the mouth at Nikolaev. There is passenger traffic, and the size and draught of vessels is the same as on the Dnieper, below the rapids.

There is some navigation on the river *Styr* in Volhynia from Lutsk to Borobaza, also on the *Western Bug* from the Galician frontier to the point where it leaves the Ukraine, but in both cases only for rafts and vessels of very light draught.

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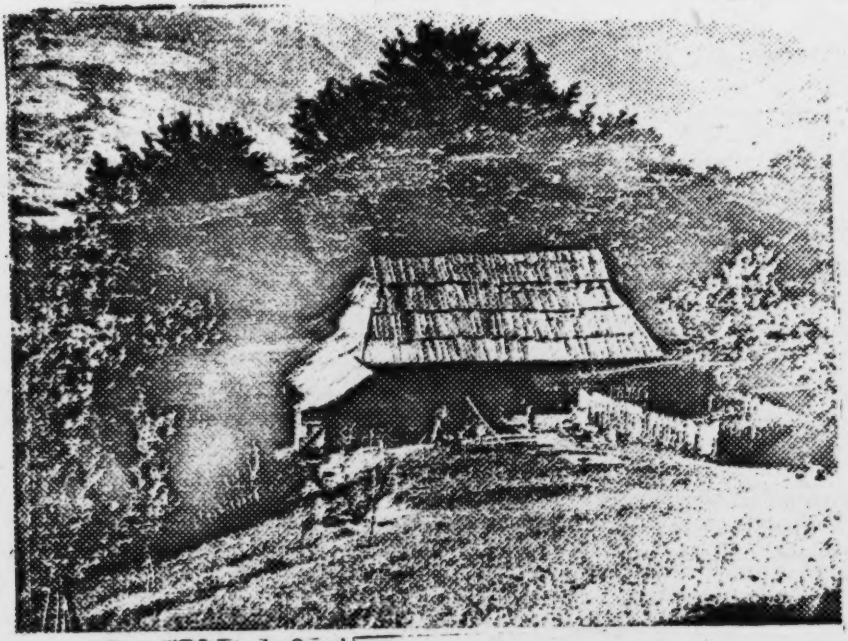

A wooden hut in the Carpathians

Ruthenian lumberjacks making rafts on the Black Tisz

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